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QUAKER OATS—Each package contains aluminum ware. Per pkg. **25c**
SWEDISH HEALTH BREAD—Per lb. **13c**
"OVEN-KIST" OAT CAKES—2 pkg. **45c**
HOLLAND HERRING—Per keg **$1.25**
PRINCESS SOAP FLAKES—Per pkg. **22c**

The Economy Cash & Carry
PHONE 360
319 Third Ave.

Vancouver Financial Paper Sees Pacific Coast Outlet for Peace River Greatest 1930 Item in West

What is the most important single item on the program of Western Canada for 1930? The question is an interesting one and gives scope for some varying views, but a majority of observers will probably agree that the Peace River country's development offers possibility for the greatest stimulus to industrial, agricultural and general progress in Western Canada since that eventful day a decade and a half ago, when the Panama Canal mingled the waters and linked the commerce of the Atlantic and Pacific oceans with a map-changing short-cut for transportation.

Many conservative and sound-minded men have gone into the Peace River country and have returned with a new appreciation of the future that awaits the Western Transportation Slope of Canada. Premier Brownlee of Alberta, to name only one instance, predicted that within his lifetime there would be in the Peace River country a population of 1,000,000 people and that they would produce there as much grain as does all the rest of the prairie wheat growing belt today.

When that time comes there will be in Western Canada not about 2,750,000 people as today, but more than double that number. It will mean that, tributary to the Pacific Coast, will be a population and a purchasing power equal to that which now exists for the numerous industrial cities of eastern Canada.

It is trite to say that an agricultural era must precede an industrial era. It is a time-proved old axiom of political economy. The agricultural era of the Maritimes, Quebec, Ontario and the eastern prairie regions, it was that built up the factories of a dozen Quebec and Ontario industrial centres.

Now comes the large scale development of agriculture in the farther west prairies, one of the vastest and most fertile agricultural belts in the world.

New Activities

Our vision is too narrow if we see in the opening of the Peace River country only the adding of more millions of bushels of wheat to Canada's export totals.

In the Peace River country's coming development we should see new industrial and shipping activity in Vancouver, Prince Rupert and Stewart; new factories and warehouses in Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Grande Prairie, Finlay Forkes, and in cities which are mere hamlets in the Peace River country today.

To British Columbia the new agricultural empire will bring the hinterland which will round out an economic unit. For the purchasing power of Alberta and of Northern British Columbia will be so enhanced as to justify the existence of more than double the industrial machinery existing in the province today.

To the North in British Columbia it promises to speed up general development so that the growth of ten years will be accomplished in two.

Place a population of 100,000 on the land in the Peace River country—a mere handful on the 47,000,000 fertile acres awaiting cultivation, and there exists, immediately, a producing force that will demand its natural rights—the most direct and economical connection with the Pacific Coast and Vancouver.

Bring that population up to 1,000,000 people, as envisioned by the very practical Premier Brownlee, and there will exist a force that will not have to demand anything. It will be served and willingly so by transportation services on the alert for traffic and revenue.

Not Futile Effort

One hears it said, sometimes, that the "On-to-the-Peace" campaign is a futile effort, since the railway companies of Canada have charted their course and will follow according to their own schedule.

There is involved in the "On-to-the-Peace" campaign no quarrel whatever with the transportation services of Canada. Indeed, it is a movement that will ultimately turn to their great advantage. For one of the things the "On-to-the-Peace" publicity will do will be to broadcast far and wide the excellence of this new Eldorado in which both railway companies hold what is the small beginning of a coming gigantic transportation network of main and branch lines.

Granted that the railway companies together confine their 1930 program in the Peace River country to branch lines extension and are not a whit diverted from that course, the "On-to-the-Peace" drive can secure adequate results none the less to justify its existence and its cost.

That extension of branch lines is highly important and will inevitably create in the area served a freight tonnage that will make railways to the Coast not a future plan but a present necessity.

If the "On-to-the-Peace" group works in most effectual ways to publicize Peace River and its transportation requirements, it would be not too much to expect that by the Fall of 1930 the railway companies will be in a position to announce definite plans on the project to be put into effect in 1931.

By the Fall of 1930 there will be in the hands of Canadian Pacific and Canadian National Railways directors reports on reconnaissance surveys to establish relative feasibility of routes into the Peace from the Pacific Coast.

Just what system of roads will be worked out remains for the future to disclose. Whether the Canadian Pacific and Canadian National, as sometimes indicated, will combine to extend their jointly owned Northern Alberta Railway line westward to the coast, taking the Pacific Great Eastern Railway into their plans, or whether they will function competitively only time will tell.

It is interesting to note the statement of H. G. Dimsdale, railway engineer and former Alberta highways commissioner. He is quoted as saying: "Two railway lines are required properly to serve the Peace River plans. One, the C.P.R. north of the Peace, connecting the plains north of the river through Peace Pass and by way of Fort Graham and Naas River, with Stewart on the Portland Canal; the other from Beaver Lodge southwest to a connection with the Pacific Great Eastern Railway and Vancouver, with a ruling grade of six-tenths of one per cent, and only 627 miles in length."

There is enough truth in his summation of the case to suggest that the same conclusions may possibly be reached by engineers of the two transportation companies.

But the question of route will not interest the "On-to-the-Peace" campaign leaders. That must be left to experts.

Greatest Hope

Without doubt the eyes of Western Canada during 1930 will be turned to the Peace River country, for there lies the hope of greatest new expansion which will do much to keep Western Canada prosperous despite outside influences.

Peace River development appears to be the most important single item on Western Canada's program for 1930.—Financial News.

District News

STEWART

Total receipts from the annual school concert here amounted to $113.25, with net receipts, after payment of expenses, of $99.50.

G. R. Bancroft, who is well-known here as a consulting mining engineer, is spending a holiday at Tia Juana, Mexico.

The Canadian Legion has resumed a series of whist drives such as proved so popular and successful last winter.

The idea of reorganizing the Stewart Choral Society here has been suggested.

George Bacon, who spent the holidays in town, has gone to work at the Silverado mine.

Jimmy Anderson, after working at the Mountain Boy mine for several months, has left for Alice Arm to take charge of T. W. Falconer's store while Mr. Falconer leaves for a trip south.

The universities are a sort of lunatic asylum for keeping young men out of mischief — Bishop Creighton.

Children Coughed Day and Night

Mrs. Claude Renyard, Renyard, Sask., writes:—"The children were coughing day and night.

"A friend told me she had used

Dr. Wood's Norway Pine Syrup

and had received good results, so I bought a bottle of it, and in a short time the kiddies were all over their cold and coughing.

"I have no hesitation in saying it is the best I have ever used, and I will always keep a bottle of it on hand in case of need."

Price, 35c. a bottle; large family size 60c.; at all druggists and dealers; manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

No Need to Rush To Load Up in Stocks Just Now

Discussing the Canadian stock market, The Financial Post, Toronto, says: "There seems no reason why the investor with idle funds should now begin to put a portion of his surplus to work. There are sound Canadian stocks selling at prices to give good yields and there seems no danger of further severe recessions in market values. The trader in stocks is inclined to purchase on reactions and sell on rallies and hardly expects a definite upward trend for a few months yet. Yet neither is advised to take on a full load of stocks at this time. There is plenty of time to give every purchase ample consideration."

PORT ESSINGTON TEACHER

PORT ESSINGTON, Jan. 10:—Mr. and Mrs. Pougson and little daughter, arrived on the Venture last week from New Westminster, where they had been residents for the last eight years. Mrs. Pougson has been engaged to teach the Indian day school here, succeeding Miss Dorothy Deans, who goes to Dorreen to teach. Mrs. Pougson commenced her duties on Monday.

I am not mortified by our vice . . . but, I own, our virtue makes me ashamed—Emerson.

Week-End Specials

GRANULATED SUGAR—20 lbs. **$1.30**
NABOB TOMATOES—2½s. 3 tins **50c**
BULK TEA—Good quality. Per lb. **50c**
KELLOGG'S CORN FLAKES—Pkg. **10c**
CAMPBELL'S VEGETABLE SOUP—3 tins **40c**
AYLMER CORN—2s. Per tin **15c**
AUNT JEMIMA PANCAKE FLOUR—Per pkg. **20c**
KLIM POWDERED MILK—1-lb. tin **80c**
EGGS—Fresh firsts. Per doz. **55c**
EGGS—Fresh extras. Per doz. **60c**
SUNNYBROOK CREAMERY BUTTER—3-lb. brick **$1.30**
SWIFT'S SLICED BACON—Per lb. **50c**
CHOICE DRY APRICOTS—Per lb. **25c**
BLEACHED SULTANA RAISINS—Per lb. **15c**
SUNKIST ORANGES—4 doz. **95c**
COLUMBIA PEAS—No. 5. 6 tins **80c**
DEL MONTE PORK & BEANS—2s. 2 tins **25c**
OLD DUTCH CLEANSER—Per tin **10c**

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